



No. CP/GEN/2022/001
GOVERNMENT OF SINDH
TRANSPORT & MASS TRANSIT
DEPARTMENT
Karachi dated 3rd January, 2022

Managing Director,
Sindh Mass Transit Authority,
Karachi.

Chief Executive Officer,
TransKarachi,
Karachi.

SUBJECT: **RECOMMENDATION FOR POLICY MATTER RELATED TO
PEDESTRIANIZATION ALONG TRANSIT CORRIDORS.**

I am directed by Honorable Secretary, transport and mass transit department, GOS to divert your attention related to policy matter about Pedestrianization along transit corridors (Red line, Yellow line or any future transit corridor) being implemented by your respective organization.

It is observed by our office that walkways proposed along new transit corridors are not inline with the objective of encouraging Pedestrianization along the corridors. This matter is of key importance to our office to meet the objective of providing equal access opportunity to all segments of society as suggested in different national and international guidelines such as UN Sustainable Development Goals, ADB's vision of liveable cities and Vision 2025 of Ministry of Planning and Development, GOP.

Our office has following recommendations for your consideration to implement the vision of sustainable, liveable and accessible cities.

1. Pedestrians and cyclists to have priority above all motorized traffic(See attachment- 1). All the non-motorized facilities to be audited for user safety.
2. Physical provision in the infrastructure for non-motorized facilities to be inline with above vision and to strictly comply with international guidelines for applicable road hierarchy. (See attachment-2).
3. Encourage the use of tree corridor with root barriers in public realm area to support environmental and sustainability goals.

We encourage your support and timely action in achieving the common goal of sustainable and liveable cities in province of Sindh.

MUHAMMAD RIZWAN, PE, PMP®
(Consultant, Planning & Coordination)
Transport and Mass Transit Department



A copy is forwarded for information to:-

1. The P.S to Secretary, Transport & Mass Transit Department, Govt. of Sindh, Karachi.
2. PD, Yellow line, Sindh Mass Transit Authority, Govt. of Sindh, Karachi.
3. PD, Red line, Transkarachi
4. Master File.

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Attachment-01

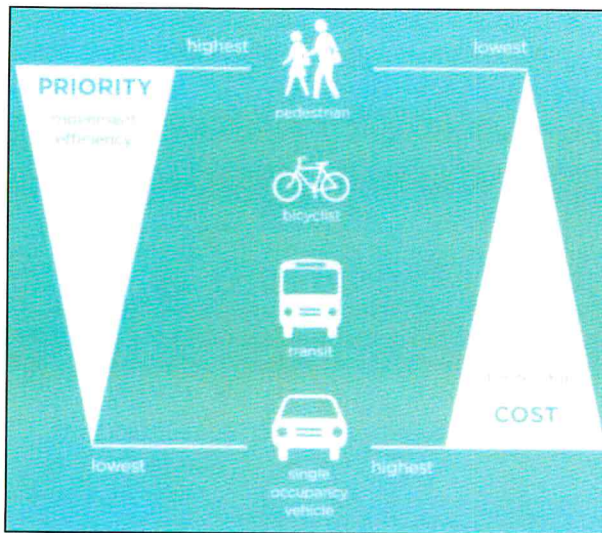
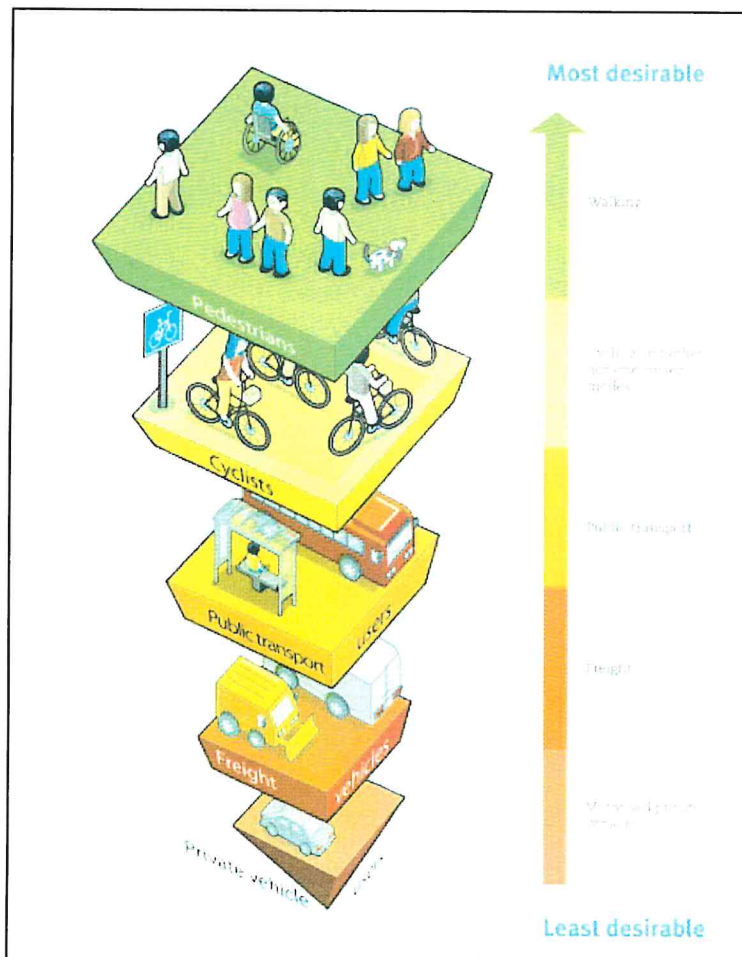
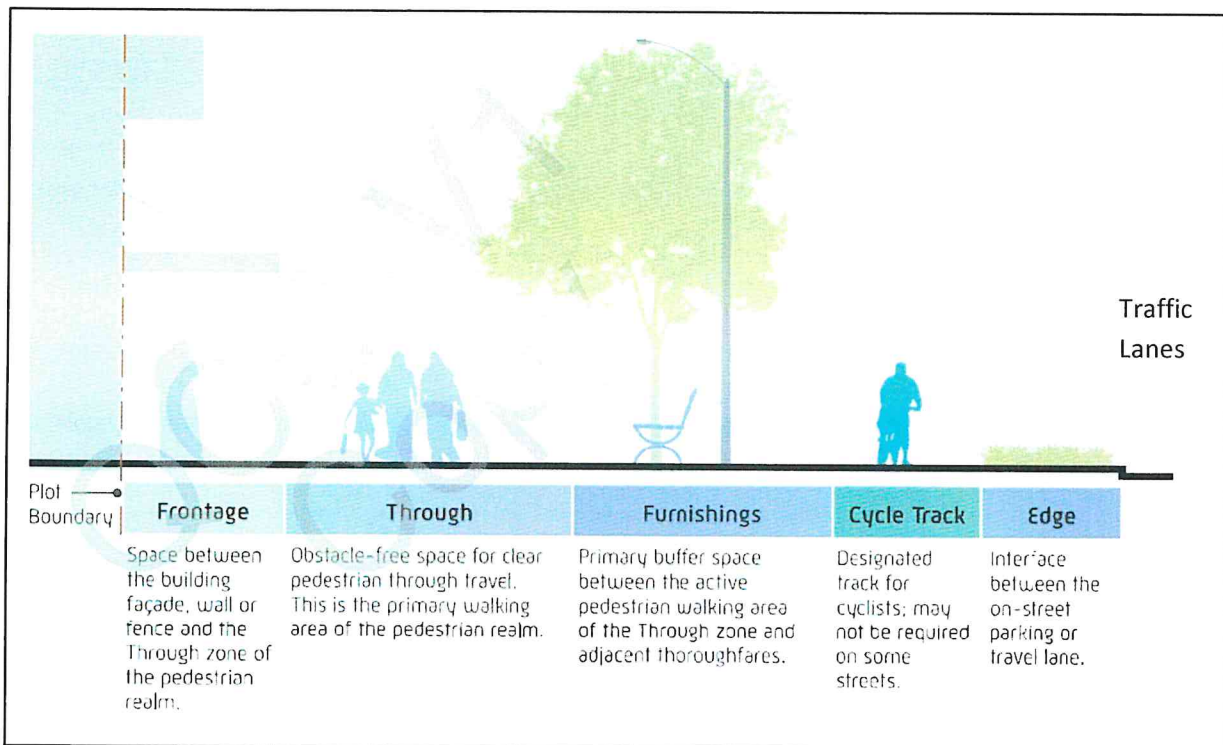


Figure 3: Transport Modes: Hierarchy vs Cost (ITDP, 2018)



Source: (ITDP)

Attachment-02



Distribution of Public Realm facility(Source: USDm, Abudhabi)

Typical City Dimensions

Street Family	Pedestrian Realm				
	Frontage	Through	Furnishings	Cycle Track ²	Edge ²
Boulevard	0.8	3.6	2.0	2.0	1.5
with Frontage Lane	0.8	3.6	1.0	n/a	1.5
Avenue ⁵	0.8	3.4	1.0	2.0	1.5
with Frontage Lane ⁶	0.8	3.4	1.0	n/a	1.5
Street	0.5	2.5	1.0	n/a	1.5
Access Lane	n/a	2.5	n/a	n/a	0.5

Source: (USDm, Abudhabi)

Note: Cycle track for divided road to have provision for 2-way cycling

Sidewalk widths should generally be provided in accordance with Table 8.1 below:

Road Class	Urban		Rural
	Desirable	Minimum	
Local	3.0m or more	1.8m	1.8m to 3.0m where provided within verge width
Collector	3.0m or more	2.0m	
Secondary Arterial	3.0m or more	2.5m	
Primary Arterial	4.5m or more	3.0m	
Expressway *	None		None
Freeway *	None		None

* If deemed necessary for high-speed roads it should be segregated by a barrier or thick landscaping of at least 3.0m width (minimum).

Table 8.1 – Recommended Sidewalk Widths For Different Type Of Roads

Source: (DPCDM, Dubai)

Table 2.1 Paved Widths for Pedestrian-Only Paths

Road Classification	Desirable Minimum	Minimum
Urban Local or Service Road	3.0 m	1.8 m
Urban Minor/Major Collector Road	3.0 m	2.0 m
Boulevard or Urban Minor/Major Arterial	4.5 m	3.0 m
Expressway	Segregated	Segregated

Note:

m = meters

Source: *Pedestrian Facilities Guidelines* (MMUP, 2008)

Source: (QHDM, Qatar)